

EAGLE'S PROPWASH

SEPTEMBER 2018 ISSUE

CHAPTER 113 *"The Backyard Eagles"*



Our Web Site:

www.113.eaachapter.org

EAA113@yahoogroups.com

Meetings: 7:30 PM

the 3rd Thursday of each
month at the

**EAA 113 AVIATION
EDUCATION CENTER**

Mettetal Airport (1D2)

8512 Lilley Road, Canton, MI

(734) 392-8113



Tom Smith giving a demo ride in his Sportstar during Chapter 113's Flying Start event.

Photo Courtesy of Martin Filiatrault

Member Services

Class I Board of Directors:

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Class III Board Member:

John Maxfield	(248) 890-6767
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Membership Committee:

Al Bosonetto, Dave Buck, John Maxfield

Dues: Dave Buck	(734) 453-5375
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Dan Valle	(313) 539-9818

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Scholarships:

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Debbie Redding	(734) 397-3452
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Young Eagles/Eagle Flights:

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Dave James	(734) 721-4213	

Web: John Maxfield	(248) 890-6767	webmaster@eaa113.org
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Aviation Center Management Committee:

Al Bosonetto	(734) 261-5518
Dave Buck	(734) 453-5375
Bill Brown	(734) 420-2733
Bruce Breisch	(734) 422-2692



CHAPTER MISSION STATEMENT:

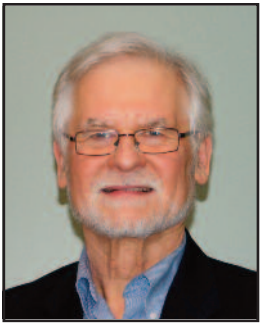
"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun."

Chapter members have a passion for flying and are willing to share it with others.

Chapter 113 provides the opportunity for exchange of information, as well as the interaction that leads to friendships that last a lifetime."

BOARD OF DIRECTORS:

"The Board of Directors are to provide both advice and assistance to the chapter officers on an ongoing basis."



PRESIDENT'S *PODIUM*

Joe Kirik (248) 872-3220
president@eaa113.org
September 2018

What? It's September?

How did that happen? Labor Day flashed by, kids are back in school and football season is underway (painfully so for Wolverine fans). Fall also means the restart of our Homebuilders' Corner meetings (first Thursday) and the IMC/VMC meetings (fourth Thursday). We thank Mike Scovel for leading the builders' meetings and Dave Buck for organizing the IMC/VMC meeting scenarios. Remember that the meetings include both VFR and IFR scenarios, so there's something of interest to all pilots.

For me at least, this summer was a bit frustrating in terms of flying weather. It seemed that nearly every time we wanted to fly out to a pancake breakfast or other area event, the weather didn't cooperate. Southeastern Michigan must have set some sort of record for rainy/foggy summer weekends. For example, several of us hung out on the morning of August 18 waiting for the weather to clear so we could fly up to Mason for their annual Aviation Day. It never did clear, and a few folks ended up driving to the event.

Happily, Labor Day weekend was much better. Sharon and I were able to fly the Taylorcraft down to Red Stewart Airfield (40I) south of Dayton (where I did my primary retraining two years ago) for their annual taildragger fly-in on Sunday. Then on Labor Day we went to Put-In-Bay for a very enjoyable visit. Unfortunately, storms rolled into the Detroit area earlier than forecast and we only got as far as Toledo Suburban on the return flight. My homebuilt Stratux ADS-B receiver painted a clear NEXRAD picture of the rain popping up ahead of us when we turned north at Toledo, prompting the stop at DUH. Although the FBO was closed, the manager just happened to arrive in his RV-7 right after we did, and he offered their courtesy car to get us home. Thank you, Scott Trumbull! Now we can move on to beautiful Fall flying with its clear, crisp air.

Events

August 11th marked a new milestone for Chapter 113 with our inaugural "Flying Start" event. It's the revival of a long-dormant EAA program which is similar to Young Eagles but targeted to adults. We were asked to be a "beta tester" for EAA thanks to John Maxfield's involvement with the EAA Chapter Advisory Council. We purposely wanted to start small as our first try, so publicity was limited to word-of-mouth. A total of 16 prospective pilots attended. After a short presentation about EAA and various types of flying, Dale Nuss from Solo Aviation outlined the time and financial commitments needed to earn a Private Pilot Certificate. Thirteen of the attendees took demo rides offered by the nine pilots who volunteered for the event. Thanks to all the volunteers who gave up their Saturday morning, and to Board Member Dan Jones for all his hard work organizing the event. We'll definitely do another, bigger one next year!

The Chapter 113 Summer Picnic and Ice Cream Social on August 25th was great fun despite the lighter than usual turnout, presumably because of the threat of rain. Thanks to Debbie Redding and John Maxfield for making it happen – especially the very generous heaps of ice cream!

Fall means the return of Young Eagles events scheduled for September 22 and October 20. To make them successful we need pilots, aircraft and ground crew. Thanks, Debbie, for organizing!

September Meeting

We're finalizing the program for this month's meeting as we await confirmation from the speaker we've lined up. Details to follow. The EAA Chapter video will include an AirVenture summary from Jack Pelton and a great video on the 2018 One Week Wonder, the Van's RV-12iS built by volunteers at AirVenture in seven days.

With cooler weather coming, those beautiful fall color flights can't be far away. Enjoy and be safe!

Joe Kirik

THIS LETTER IS WRITTEN TO ALL MEMBERS OF CHAPTER 113 BY A RECIPIENT OF A CHAPTER 113 SCHOLARSHIP AWARD.

Hello Chapter 113,

My name is Doug Kovach. I was a fortunate recipient of a Chapter 113 Scholarship Award back in roughly 2005. I'm writing this to all of you to once again express my appreciation for the Scholarship Award, and bring the Chapter up to date on my flying career. I want the Chapter to know that I used the Scholarship money thoughtfully, and it helped lead to some very good career news which I will tell you about at the end of this letter.

It has been quite a few years since I updated the Chapter to fill you in about where I am and how we got to today. There have been many challenges in the past six or seven years and some big decisions that helped determine that path that I was going to take in my aviation career, and in life.

I'm not exactly sure where I left off with my last letter, but we'll assume it was after I spent four years instructing and was just getting hired at Kalitta Charters. So, in 2010, with help from Mike Larson, I was offered a First Officer position with Kalitta Charters to fly under part 135 in the Falcon 20 and various Learjet's. Coming from the C152's and 172's, it proved to be a steep learning curve to say the least. My first flight was a short one, to Kansas City and back with our Chief Pilot in the Learjet. I remember being so far behind the airplane that when he asked for the climb checklist, I jokingly said, "don't you want the engine start checklist first?"

After about six months I started flying the Falcon 20, where we did the typical freight flying as well as taking our fallen United States Military Soldiers home, flying out of Dover Air Force Base. It was extremely difficult personally, to stand at attention in the door of the airplane while the family came out to claim their family member and begin the process of saying good-bye. It was a privilege and an honor to be able to do this flying and has by far had the most impact on me not only as a pilot, but personally. Weather permitting, we were always on time and presented the soldiers to the families with utmost care and respect.

I was fortunate and learned a lot from some very good Captains, and was asked to upgrade to the left seat of the Learjet in just under a year with the company. The company sent me down to Flight Safety for a bit to get the ATP and the Learjet Type Rating. Schooling was easy, since Kalitta seems to expect a lot more out their pilots, so I was already set up for success. The schooling didn't turn out to be the biggest hurdle in getting my first Type Rating however. You see, about three days before my check ride, I answered a very calm phone call at 3:30 in the morning from my girlfriend Jessica saying that she just went into labor. OH BOY! How in the world am I going to get back home in time??? I called our Chief Pilot and explained what was going on. With no questions asked, I had a ticket on the first airplane home. Our daughter Jemma joined the world and I only missed it by two hours! And that's not bad at all for a Charter Pilot!

After some time at home, I headed back to finish the ATP and Type Rating check ride and became a Captain for Kalitta. OH! And, I almost forgot to mention, in all of this commotion, we were also in the process of buying our first house. It appears that all of these life-changing events tend to happen all at once; you'll see it happen again, shortly.

Anyway, over the next four plus years, I spent my days flying as Captain Learjet's all over North and South America, and to a bunch of the Carribean Islands. We did some cargo and passenger flying, but it was mostly air ambulance work. There is something very exciting about not knowing where you will be

Continued...

tomorrow and what kind of things you will get to see. It was also very rewarding to be able to help many new First Officers that sat in my right seat while I was getting paid, building flight time and gaining experience. I had the opportunity to help transport injured soldiers, infants in an isolette, as well as a Boston Marathon bombing victim. In fact, the Boston Marathon transport was flown with Mike Larson as the other pilot. The education I received while flying for Kalitta Charters was incredible. I was put in so many different situations that all had valuable lessons to teach me. Flying to so many different places and transporting so many different things made for a good learning environment.

Over the same span of time, Jessica, Jemma and myself started building a small farm about two miles northeast of Willow Run Airport. Since our experience with this venture is limited, there has been quite a learning curve. Our property wasn't set up with anything that would support a farm. We've had to build up everything from fencing to buildings and shelters for all the animals. We currently have three horses, two goats, forty or so chickens, pigs, bees, four dogs, three cats, a rabbit and a bearded dragon (lizard). Along with the pigs and chickens our farm also has a decent garden that provides various fruits and vegetables. It's a safe bet to say that I am working when I am at home and on vacation when I go to work!

We're almost to present date, so hang tight!

In the middle of 2016 and still flying for Kalitta Charters, I received a phone call from a friend letting me know that a certain freight company was hiring and that I should apply to fly their Boeing 767's under part 121. At this point, I had already applied for all the big airlines (Delta, United, Southwest, Spirit) but none of them seemed interested in hiring me. This was disappointing at the time but at the end of this letter, you will see that it was a blessing in disguise! Per my friend's suggestion, I applied to ABX Air, not really expecting much, since none of the Airlines had called me back. Surprisingly, it took only three days for them to call me and set up an interview. The interview was a typical "panel type" that required me to draw from my experiences at Kalitta and my education. The fun portion of the interview was when they took me to fly an old DC-8 simulator as part of their evaluation of applicants. I was offered a job shortly after the interview, which I gladly accepted.

In June of 2016 I started working for ABX Air flying their 767's. ABX Air is better known to most as the old Airborne Express. ABX fly's for DHL, Amazon Prime, and also under contract with a few other companies. Compared to the Lears and Falcons, it sure is nice having a bathroom on board and being able to get up and walk around! While with ABX, I continued to fly all over North and South America, and had a lot of fun learning to fly a BIG AIRPLANE! ABX offered it's own challenges and learning experiences such as flying mostly at night in a more complex airplane. It was also quite a challenge flying into some of the more difficult airports like Mexico City, Guatemala City or San Jose, Costa Rica which have high altitudes and terrain to deal with.

Like I said a bit ago, big events tend to happen all at once. I had asked Jessica to marry me less than a year before I started training at ABX, still haven't figured out why, but she said she would. So, during training I would run home from Wilmington, Ohio whenever I had a break. Besides wanting to see Jemma and my bride to be, we had a wedding to get ready for. It was like drinking from two fire hoses! I worked it all out with ABX. After I finished training I could sneak away to get married before starting my line training in the 767's. The wedding was great and I was fortunate enough to be forgotten by scheduling for an extra week, which was a nice break.

Now, for the very good career news I eluded to earlier.....

In June of this year, I received an opportunity to interview with UPS Airlines. (United Parcel Service) I couldn't help but think, WOW! If I could get hired here, this would likely be the last job I would ever need! You see, many airline type pilots will tell you that UPS (or Federal Express) has the best flying jobs out there in terms of working conditions, compensation and benefits. I spent many hours going over the history of the company, how they do things and what they are looking for. It was an endless amount of work, just trying to be ready for whatever they could throw my way on that big day. I'm pretty sure

Continued...

I drove my wife nuts while I was prepping for the interview. The day finally came and the interview was a lot like what I experienced the year before with ABX. A quick simulator ride and a panel interview. It all apparently went real well because they offered me a job before I even left the interview room! My good news is that I now work for UPS!

Interestingly, if I had been hired by one of the previously mentioned airlines, it is not at all likely that I would have received this opportunity from UPS. I don't think it has sunk in yet. It is the ultimate dream job as far as I'm concerned, and I'm happy to say that Chapter 113 helped me get here. Lately, I have been reflecting on my life and how I made it to this point. I am grateful for all the help I have received over the years. There has been great guidance and wonderful people pointing me in the right direction.

I would like to say, thank you again to Chapter 113 for the help you gave me when I was just starting out in this career. You helped provide an opportunity for an education that led me to get my dream job!

Sincerely,
Doug Kovach

Annual Water Balloon Fight at the
Chapter picnic/ice cream social
August 25, 2018.
Photo Courtesy of Debbie Redding



OSHKOSH 5K

By Shahar Golan

The 5K is 5 kilometer run/walk that everyone can participate in during the AirVenture. It costs \$20 that goes to donations. For me, it was first year I participated in this and it was very nice. 1,100 runners and walkers attended. Mothers with babies, kids, grandpa and grandma... all ages. It was a very unique running experience. Highly recommended.

Lucky me, I got number 175. Same as my airplane, Cessna-175



CHAPTER 113's FLYING START EVENT AUGUST 11, 2018



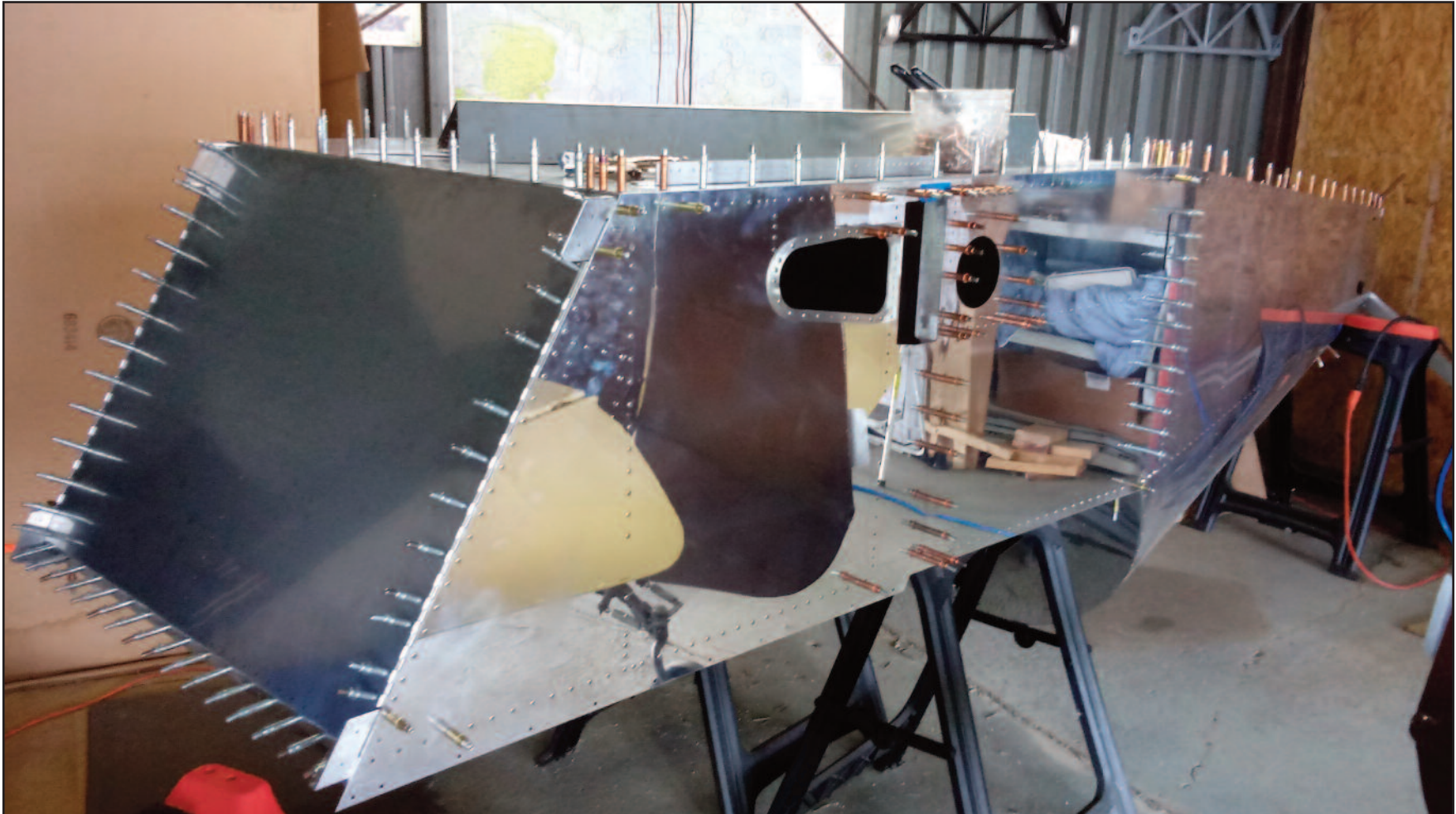
*Photos Courtesy of
Shunsuke Shibata*





Photos Courtesy of Martin Filiatrault

UPDATE ON JOE KIRIK's WAIEX PROJECT



Forward fuselage sides & firewall added, fuselage frame-up now complete. Working on cockpit details.

If this looks strange, it's because it's upside down!

Photo Courtesy of Joe Kirik

BYE AEROSPACE UPDATES THE PRESS ON THE SUN FLYER'S ROAD TO CERTIFICATION

By Anthony Liberatore

As battery technologies evolve, George Bye explains how those advances positively impact the Sun Flyer 2.



Photo Courtesy of Anthony Liberatore

At EAA press headquarters, George Bye of Bye Aerospace updated the press on the progress of their Sun Flyer 2 electric training aircraft, which was test flown on April 10th, 2018. While the prototype was based on the Aeron Lightning, a great deal of further work has gone into designing a production aircraft that meets their specific design goals. This work, including preliminary design reviews and meetings with the FAA, has culminated in Bye Aerospace deciding to Certify the Sun Flyer 2 under the new FAR 23 Sub Part 1. They expect this certification to be completed in two years.

The production aircraft will have a longer wingspan, added winglets, and L/D that is greater than 20. In regards to power, Bye noted the production motor will be supplied by Siemens, and a Siemens motor is currently being installed in the prototype. This motor, with a 90KW peak and a 70KW continuous rating, will have no traditional engine noise, no av-gas, and no CO2 emissions. Additional benefits will be no vibration, which translates into more comfort, less fatigue for the instructor and student, as well as less fatigue on the aircraft's structure. With a noise signature about 30db less than its reciprocating counterpart, the power management process will more akin to Turbine power management during the flight. Regarding performance, Bye Aerospace showed CFD models denoting airflow over the aircraft as the design team is designing both the wing washout and rudder to make spin entry extremely difficult for a non-spinning student experience. Bye also discussed anticipated performance numbers for the production Sun Flyer 2: a maximum range of 3.5 hours, with a 135 knot cruising speed, and a 1000 fpm climb at a cost of \$3 /hr of electricity. Bye also stated, "the performance capability of electric is surpassing conventional aircraft that are flying today, and we are almost on par with endurance of 3.5 hrs. That includes a VFR reserve that includes a battery depth of charge reserve."

Continued...

Bye discussed a host of topics in this briefing, and he even gave a shout out to his fantastic team members, including chief engineer Tom Bowen and Senior Counsel John Knudsen. Also discussed was the Sun Flyer 4, the four seat follow up to the Sun Flyer 2. This project is no secret to the press or to the general public, and Bye discussed some of its anticipated performance numbers including four hours of range and 150 kts cruising speed with a gross weight of 2700 lbs. One interesting characteristic Bye shared was that the 4 will have 800 lbs of payload utility which compares quite favorably to its piston powered brethren, especially when they are at full fuel load.

The charging time of the Sun Flyer 2 depends on a number of variables, the primary one being the charger type. With a Supercharger type electrical charger, the Sun flyer 2 can be charged in as little as 20 minutes. Other types of chargers can take two, four, or up to eight hours. About the EP Systems battery that the Sun Flyer is equipped with, Bye said, “we flew the EP systems battery pack the that was designed for the NASA X-57's systems project on our aircraft first and NASA is delighted.” Bye believes that with the operating cost being 1/6th of a comparable piston powered aircraft, the revolution away from the internal combustion engine to electric has begun. It may be so disruptive that conventional powered aircraft can't compete, especially in the training arena.

When ANN asked Bye about the future of battery advancements, specifically the solid-state battery revolution that transportation industries are on the cusp of, Bye exclaimed, “I Love it, I love it!” He referred again to the new FAR 23 Sub Part 1 certification, and revealed that both the Siemens motor and the EP Systems battery pack will be TSOd. “What that means,” Bye continued, “is Siemens will maintain the motors, EP Systems will be maintaining the battery packs and under that TSO when a new battery system comes out, we literally trade the state of the art for the next generation so you go from a 3.5 hr airplane to a 4.5 hr or 5 hr airplane with that TSO approach, I love it!” Excited about this possibility of range enhancement, he concluded, “that these new battery packs are coming up, I love that, it makes our airplane better, but by having the TSO, my swap, the battery configuration and voltage to my system need to stay the same, but the cells get better! Awesome!”

FMI: <https://www.byeaerospace.com/>

FMI: <http://ep-sys.net/>

FMI: <http://news.usa.siemens.biz/>



Sun Flier 2
Stock photo from website.

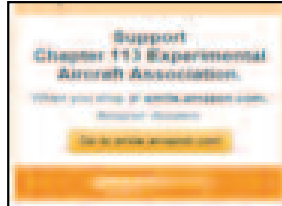


SEPT 8TH | 10AM-1PM



Spend a Saturday with our flyable aircraft!

Visit the Yankee Air Museum on Saturday, September 8th and make sure to head over to our Hangar between 10am and 1pm where our B-17 Yankee Lady, B-25 Yankee Warrior and Waco Biplane will be giving Air Adventures. Watch them take off and land, and hear the roar of the engines! The C-47 "Hairless Joe" will also be available for tours and photos.



AMAZON SMILE REMINDER

Chapter 113 is a member of the Amazon Smile Foundation

Amazon Smile is a website operated by Amazon that lets customers enjoy the same wide selection of products, low prices, and convenient shopping features as on Amazon.com.

The difference is that when customers shop on AmazonSmile (smile.amazon.com), the AmazonSmile Foundation will donate 0.5% of the price of eligible purchases to Chapter 113. This is at no additional cost to you as a purchaser and it helps to support the chapter.

The chapter login to Amazon Smile is: <https://smile.amazon.com/ch/38-3173711>

There is also a banner on the chapter website to connect directly to Amazon Smile.

Dave Buck, Treasurer

2018 CALENDAR OF EVENTS FOR EAA 113

Regular Monthly Meetings are on Thursdays of each month at 7:30 p.m. These include:

Home Builder's Corner on the 1st Thursday

Board Meeting on the 2nd Thursday

General Meeting on the 3rd Thursday

IMC/VMC on the 4th Thursday



September	
22	Young Eagle Rally 8:00-11:00 a.m.
October	
20	Young Eagle Rally 8:00-11:00 a.m.
November	
10	Chili Fly-In 11:00-2:00 p.m.
December	
20	Christmas Party 6:30 p.m.

Be sure to check our website: www.113.eaachapter.org and the EAA Chapter 113 Facebook page for any changes to the schedule.



September 2018





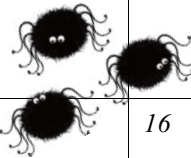










Sun	Mon	Tue	Wed	Thu	Fri	Sat
						<i>1 Breakfast @ 3 Brothers 8:15am</i>
2 	3 	4	5 	6 EAA 113 Homebuilder's Meeting 7:30 pm	7	8 <i>Breakfast @ 3 Brothers 8:15am Marshall (RMY)(& Midland (IKW) Pancake Breakfasts</i>
9 <i>Fowlerville (65G) Pancake Breakfast</i>	10	11 PATRIOT DAY	12	13 EAA 113 Board Meeting 7:30 pm	14	15 <i>Breakfast @ 3 Brothers 8:15am Mt. Pleasant (MOP) Pancake Breakfast</i>
16	17	18	19	20 EAA 113 General Meeting 7:30 p.m	21 <i>1st Day of Autumn is Tomorrow</i>	22 <i>Breakfast @ 3 Brothers 8:15am Young Eagles 8-11</i>
23 	24 	25 	26 	27 EAA 113 IMC Club Meeting 7:30 p.m	28 	29 <i>Breakfast @ 3 Brothers 8:15am</i>
30 						



October 2018



Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 	2 	3	4 EAA 113 Home-builder's Meeting 7:30 p.m	5	6 Breakfast @ 3 Brothers 8:15am  Marshall RMY
7	8 	9	10	11 EAA 113 Board Meeting 7:30 pm	12 	13 Breakfast @ 3 Brothers 8:15am
14 	15	16 	17	18 EAA 113 General Meeting 7:30 p.m	19	20 Young Eagles 1D2 8-11 a.m. 
21 Chili & Franks Fly-In Haar, OH 11-6 	22	23	24 	25 EAA 113 IMC Club Meeting 7:30 p.m	26 	27 Breakfast @ 3 Brothers 8:15am
28	29 	30	31 			

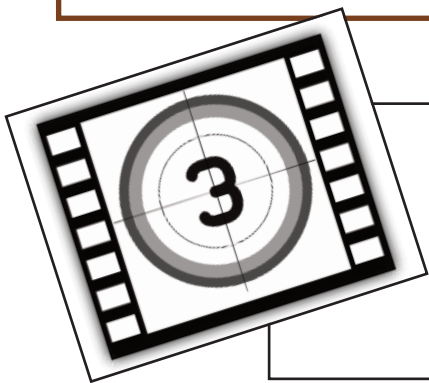
Word of the month

This is from the EAA Canada E-newsletter, "Bits and Pieces". Submitted by John Maxfield.

Here's a word that has changed in the last few years: drone. If you Google it, you'll get the most hits on remotely operated aircraft, or unmanned aerial systems, especially ones for sale. If you look in one of those old-fashioned things called a dictionary, you might find this:

1. A male bee, especially a honeybee, that is characteristically stingless, performs no work, and produces no honey. Its only function is to mate with the queen bee.
2. An idle person who lives off others; a loafer.
3. A person who does tedious or menial work; a drudge.

If your dictionary has been updated in the last 10 years you might also find this: A remotely controlled or autonomous aircraft with no pilot on board. Also called unmanned aircraft system.

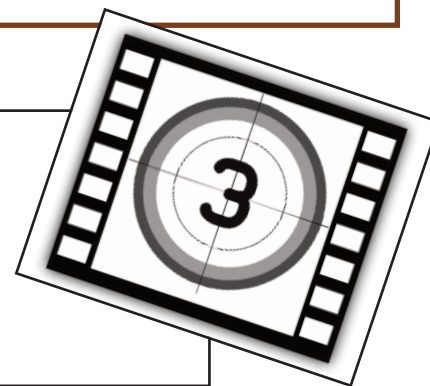


Calling all video enthusiasts!

Submit your video of the month to Sanjay Dhall

at vicepresident@eaa113.org

(Or you might be watching someone's 60-year-old 8 mm home movies next month....)



EAA Chapter 113 member Mark French, FAA parachute rigger, offers his services to all members of the chapter at a special rate; *FREE* for any of their parachute needs. If anyone is in need of a pilot rig for testing or acrobatics, a number of pilot emergency parachutes are available for loan. Any questions related to parachutes and parachuting can be answered by contacting him at: mark.r.french1@gmail.com or by calling 734.260.7342.



Next Meeting:

Thursday, September 20, 2018
7:30 PM at the
EAA Aviation Education Center

EAA Chapter 113
8512 N. Lilley Rd
Canton, MI 48187

